

Meeting title	Narromine to Narrabri Community Consultative Committee (N2NCCC) – Narromine Subcommittee meeting 3		
Attendees			
Michael Silver OAM (Independent Chair)	Patricio Munoz, Stakeholder Engagement Manager NSW - North (ARTC)		
Andrew Knop (Community Member)	Reannan Ellaby, Technical Approvals Lead (ARTC)		
Shelly Bayliss (Community Member)	Kyle-James Giggacher, Project Delivery Engineer (ARTC)		
Lewis Lydon (Community Member)	Matthew Errington, Environmental Advisor (ARTC)		
Alan Channell (Community Member)	Michael Clancy – Manager, Business Development and Property (ARTC)		
Taje Fowler (Community Member)	Andrew Skele – Environment Manager NSW (ARTC)		
Andre Pretorius (Narromine Shire Council)	Patrick Leahy – Property Specialist (ARTC)		
Carmel O'Connor (Narromine Shire Council)	Tim Collins, NSW Department of Planning and Environment (Dubbo)		
Guy Marchant (Narromine Shire Council)			
Observers			
Jenny Knop	Elisha Bailey, Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (Dubbo)		
Hannah Baldry, Manager, Stakeholder Engagement, Freight, Strategy and Planning, Transport for NSW	Ella Somerset, Transport for NSW		
Apologies			
Paul Brydon (Community Member)	Murray Fedderson (Community Member)		
Scott Divers, Senior Project Manager (ARTC)			
Location	Narromine Shire Council, Council Chamber	Date & start time	21 May 2019, 11.40am

Topic	Discussion
1. Welcome	<ul style="list-style-type: none"> The Chair welcomed all to the meeting, particularly the three newly appointed community members - Taje Fowler, Lewis Lydon and Alan Channell. The Chair also noted representatives of the Transport for NSW and the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development who were present.
2. Declarations of interest	<ul style="list-style-type: none"> Michael Silver – pecuniary interest - expenses of Independent Chair borne by ARTC. Andrew Knop – non-pecuniary interest. Property located within study area. Lewis Lydon – non-pecuniary interest. Property located within study area.
3. Chair's Minute	<ul style="list-style-type: none"> The Chair spoke to his report regarding out of pocket expenses for community members and particularly a travel protocol for the claiming of travel expenses. It was agreed that a rate of 65 cents per kilometre be implemented for claims for travel expenses to/from meetings subject to a community member only being eligible to make a claim where the distance from the community member's residence to the meeting venue is greater than 15 kilometres. It was noted that claim for travel expenses was a matter for the individual community member to claim but would need to be declared at the next meeting as a pecuniary interest The Chair advised that the

	<p>Community Consultative Committee Guidelines (CCC Guidelines) provided for community members of the CCC to claim out of pocket expenses subject to the agreement of the proponent. Mr Knop suggested that ARTC invites eligible committee members to lodge their travel claims at the next meeting and nominate an ARTC contact to do so. Mr Munoz advised he would provide contact details to the Chair.</p> <ul style="list-style-type: none"> • The Chair confirmed with the Sub-committee the purpose of the CCC, having regard to the CCC Guidelines and the requirements of the Secretary’s Environmental Assessment Requirements (SEARs) issued to the proponent for preparation of the Environmental Impact Statement (EIS). Mr Silver noted that the N2NCCC was formed as a requirement of the SEARs under the <i>Environmental Planning & Assessment Act 1979</i>. He advised that the purpose of the CCC is to provide an interactive forum between the proponent and representatives of the community regarding issues associated with preparation of the EIS. Mr Silver highlighted that matters raised by community members and questions listed in Other Agenda items should relate to the project as it is proposed and not to historical issues which are beyond the scope of the proponent’s project delivery team to answer. Mr Knop asked the Chair to provide examples of questions on the agenda that may fall outside the scope of the CCC. Mr Silver provided examples of several questions from a member of the Gilgandra Sub-committee that related to issues raised two years ago. He also indicated that questions 10.1 and 10.2 to this Sub-committee meeting related to historical issues. • The Chair advised that all questions in the Other Agenda Items that related to historical issues not related to the SEARs would be referred to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (previously the Department of Infrastructure, Regional Development and Cities) for comment.
<p>4. Minutes of Previous Meeting</p>	<ul style="list-style-type: none"> • It was noted that the minutes of the second meeting of the Sub-committee had been approved on 14 April 2019 and placed on the proponent’s website.
<p>5. Business Arising</p>	<ul style="list-style-type: none"> • Nil
<p>6. Correspondence</p>	<ol style="list-style-type: none"> 1. The Chair confirmed that correspondence regarding the letter from A & G Nicholls had been sent to relevant NSW Government and Commonwealth agencies. Mr Silver indicated that the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development had advised a response would not be provided until after the Federal election. The NSW Department of Planning and Environment (DPE) had forwarded the letter to ARTC and would be raising the matter at its next meeting. 2. The Chair advised that the DPE had confirmed the appointment of four additional community members to the Narromine Sub-committee – Taje Fowler, Lewis Lydon, Alan Channell and Murray Fedderson.
<p>7. Previous Actions</p>	<p>7.1 That the Chair forward the correspondence from A & G Nicholls to relevant NSW Government and Commonwealth agencies. COMPLETED</p> <p>7.2 That the Chair authorise advertising by ARTC seeking nomination of additional community members for appointment to the Narromine Sub-committee of the N2NCCC. COMPLETED</p> <p>7.3 That ARTC deliver a report on how personal individual circumstances will be considered and addressed in the Social Impact Assessment to the next meeting of the CCC. COMPLETED</p>

	<p>7.4 That ARTC provide an information report on the relationship between State Significant Infrastructure development and the Land Acquisition (Just Terms Compensation) Act 1991 to the next Sub-committee meeting.</p> <p>Note: The Gilgandra and Narrabri Sub-committees have both requested a presentation at their next meetings on the legal relationship between State Significant Infrastructure development and the <i>Land Acquisition (Just Terms Compensation) Act 1991</i>. COMPLETED</p> <p>7.5 That ARTC clarify the status/response to the request by the NSW Farmers Association for an independent review of the Multi Criteria Analysis process used to make a recommendation to the Minister for Infrastructure, Transport, Cities and Regional Development on the preferred study area for the Narromine to Narrabri section of the Inland Rail project. NO ADVICE RECEIVED - ONGOING</p> <p>Chair's note: ARTC advise that no formal correspondence on this matter has been received from the NSW Farmers' Association.</p> <p>7.6 That the Chair write on behalf of the CCC to the Department of Infrastructure, Transport, Cities and Regional Development requesting a response to the following questions:</p> <ul style="list-style-type: none"> o On what date did ARTC recommend to the Department, for its approval, the Narromine eastern option as part of the preferred study area for the Inland Rail project? o How many landholders located within the Narromine eastern study area option were not consulted prior to ARTC making its recommendation to the Department on the preferred option for the study area, and separately, were any landholders consulted regarding the Narromine eastern study area option during the period after the recommendation was made to the Department and the presentation of the preferred study area to the Narromine community on Thursday, 14 December 2019? COMPLETED <p>7.7 That ARTC forward a summary of the biodiversity assessment methodology to the CCC members when finalised. COMPLETED</p>
<p>8. Proponent's Report</p>	<p><i>Patricio Munoz, Kyle-James Giggacher, Matthew Errington, Reannan Ellaby, Michael Clancy and Patrick Leahy from ARTC presented the Proponent's Report.</i></p> <p>General Overview</p> <ul style="list-style-type: none"> • Patricio Munoz opened the presentation and advised that he had recently been appointed as Stakeholder Engagement Manager NSW – North with ARTC following a restructure. He would be responsible for community engagement in the Parkes to Narromine, Narromine to Narrabri, and Narrabri to North Star sections of the Inland Rail project. • Mr Munoz highlighted progress on the cadastral survey noting that the Narromine and Narrabri sections had been completed and the Gilgandra area would be finalised by the end of May 2019. Access by surveyors to private property had not been an issue and no formal action under the <i>Surveying and Spatial Information Act 2002</i> had been required. • Mr Munoz advised that a link to a video outlining Inland Rail's Aboriginal Cultural Heritage investigation and assessment processes would be provided to CCC members. • Mr Munoz highlighted Inland Rail's new community sponsorship initiative with the

second round closing on 31 July 2019. The program will provide financial support (\$1000 to \$4000) to eligible community organisations. The sponsorship program has four rounds annually.

Engineering

- Kyle-James Giggacher updated the Sub-committee on the current status of the project. He indicated that the project is still at the feasibility design phase with the development of the EIS.
- Mr Giggacher advised that due to the Commonwealth Government entering caretaker period due to the Federal election, discussions with affected landholders regarding the narrowing of the study area to the focus area (150 metres wide) had been postponed until the Commonwealth Government resumes normal operations.
- Mr Giggacher advised that almost all geotechnical work was completed although some further investigations are being undertaken in the Square Mountain/Black Hollow area. This should be finalised within a week.
- Mr Giggacher confirmed that cadastral surveys are scheduled to be completed by the end of May 2019.
- Mr Giggacher indicated that hydrology work is progressing as is road/rail interface and transport analysis.
- In terms of borrow pits – Overall 116 sites were volunteered, with 26 short-listed for further investigation. Nine potential borrow pit sites are in the Narromine Local Government Area. Aboriginal heritage and ecology clearance surveys have been completed with geotechnical testing for the suitability of material to be carried out over the next few months.
- Andrew Knop enquired when will the flood modelling for Narromine will be undertaken? Reannan Ellaby advised that discussions had not been held with effected landholders and no timeframe for completion of the work had been established.
- Mr Knop sought clarification on a timeframe for the one-on-one meetings. Mr Munoz advised that one-on-one meetings with landholders were still a little while away given the caretaker period for the Federal election.

Environmental Assessment

- Matthew Errington provided an EIS progress update. He advised that the majority of field work had been completed, with the exception of Aboriginal heritage surveys in the Pilliga State Forest and some private properties where access has been denied.
- Mr Errington highlighted the importance of completing the Aboriginal heritage assessment as part of the EIS and encouraged CCC members to bring this to the attention of the community and share the video.
- Mr Errington noted progress on biodiversity work and indicated that targeted seasonal flora surveys will be undertaken later in the year for threatened plant species.
- He also indicated road traffic noise monitoring will be undertaken at various locations along the alignment. Once the locations are confirmed, ARTC will provide an updated noise logger location map.
- Mr Errington provided a response to Action 7.2 above regarding personal individual impacts and how this will be dealt with in the Social Impact Assessment (SIA). He advised that when the one-one meetings with the 180 directly impacted landholders are undertaken, information will be gathered to support preparation of the SIA. No individual circumstances will be addressed in the EIS due to privacy issues. However, a representative sample of the 180 landholders (approximately 25) will be further

evaluated through SIA meetings to identify specific potential impacts and themes in order to develop mitigation measures for inclusion in the EIS.

- Mr Errington advised that updated SEARs would be issued by DPE with additional assessment requirements for the proposed borrow pits. He indicated that road upgrade considerations would be part of the Traffic Management Plan for the project.
- Mr Knop enquired as to the required standards for road upgrades. Mr Giggacher advised that this is dependant on the loads and standards. Ms Ellaby indicated that potential road upgrades and relevant road maintenance guidelines and standards would be outlined in the EIS, with further refinement during detailed design by the construction contractor in consultation with local councils and RMS. She further advised that relevant road maintenance guidelines and standards would be provided to the next meeting.
- Mr Errington noted that the ARTC Inland Rail Social Performance team would like to provide a presentation to the CCC. It was agreed that a presentation be made at the next meeting.
- Lewis Lydon questioned the biodiversity assessment methodology given the extreme drought conditions currently being experienced. Mr Errington advised that an allowance for drought has been made through dry condition benchmarks and consideration of historical data.

Future Freight Operations

Refer to Freight Operations slide pack

- Michael Clancy, Manager Business Development and Property provided an insight into future freight operations associated with the Inland Rail project.
- Mr Clancy provided an historical overview of the rail network in NSW, noting that tracks were laid along the alignment of least resistance, mainly following valleys floors and other flat areas. These alignments remain today over 100 years on.
- The Inland Rail project is based on a different operating scenario. One key issue is cost/time but there are other matters/issues to be considered and addressed in relation to the long-term benefits of the project:
 - Safety – less trucks on roads
 - General demographics – long-distance truckies now aged 40/50+ with likely future shortage of long-distance truck drivers
 - Economic viability – unviable to drive trucks long distances
 - Truck v Train – 25 tonnes on truck v 6,000 tonnes on train
 - 1 train driver required v 40 truck drivers required to move 6,000 tonnes of product
- Mr Clancy advised that contrary to popular belief, all eastern seaboard ports (Brisbane, Newcastle, Sydney, Port Kembla, Melbourne) are connected by standard gauge rail – it is a matter of whether it is used or has the capacity viz, passenger v freight.
- Mr Clancy also advised that no port can accept double stacked container trains. To achieve this, brownfield corridors would need to lift bridges, adjust overhead electrical gantries, reduce station awnings as well as other infrastructure at a huge capital cost.
- Mr Clancy discussed opportunities for access to the Inland Rail and advised that the locations of intermodal hub sites would be determined by market forces and are not in the scope of Inland Rail, therefore are matters for the private sector and local government to pursue. He noted that hubs would require a separate approval.
- Mr Knop highlighted the NSW Farmers Association opinion that the proposed Inland

Rail alignment is not in the right location. Mr Clancy referred to his presentation and the map detailing that over 40 grain rail sidings are along the proposed Inland Rail route with only three privately owned – the balance being part of the ARTC NSW lease.

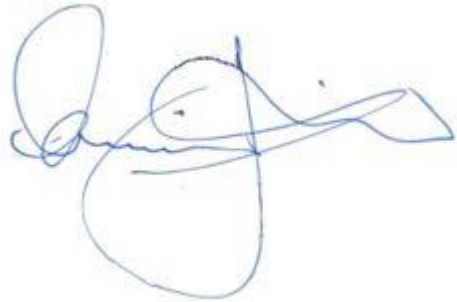
- Mr Clancy also pointed out that no active sites (grain sidings) are being closed.
- Mr Clancy then drew attention to the slide on the CSIRO Northern NSW Transport Study which analysed Local Government Authorities in the north west. It demonstrated a likely cost saving of between \$7.75 and \$9.80 per tonne utilizing larger trains with a full payload.
- Mr Clancy advised that it was intended to have connecting networks upgraded and in place before Inland Rail is completed through co-ordinated investments across all tiers of government and the private sector. This will involve having wagons with 25 total axle load and trains that have a minimum length of 1,350 metres.
- Mr Knop highlighted the potential environmental issues with the proposed alignment near Narromine and explained the benefits of the Tomingley to Dubbo alignment proposition.
- Mr Clancy advised that the Inland Rail project is based on 24 hours transfer time with a 98% reliability. Consequently, actual time needs to be 21 hours. He advised that the rail network is currently operating at 70% efficiency. As such any additional time becomes critical to reliability. Mr Giggacher advised that travelling via Dubbo adds 30 minutes to the transit time.
- Mr Knop clarified this was due to the study alignment travelling firstly to Narromine then to Dubbo, not Tomingley to Dubbo directly which would take approximately the same time as the current study alignment but require considerably less 'green field' disturbance through use of existing track from Dubbo to Curban.
- Mr Clancy added that to attract product to rail such as supplies to major grocery stores the Inland Rail must meet their short timeframes. The process involves product transfer off the train directly to a truck and straight to the store. This process is designed to reduce costs through no requirement for warehouse storage and reduced shelf space costs.

Property Report

Refer to Property slide pack

- Patrick Leahy provided a presentation regarding the land acquisition process for the Inland Rail project having regard to the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991*.
- Mr Leahy advised that ARTC is not an acquiring authority under the *Land Acquisition (Just Terms Compensation) Act 1991*. ARTC is currently in discussions with Transport for NSW (an acquiring authority) regarding the compulsory acquisition process.
- Mr Leahy reinforced the need for the rail corridor to be defined and confirmed before any property acquisition discussions could commence.
- Mr Leahy indicated that the process followed by ARTC in acquiring land will be the same as that outlined in the *Land Acquisition (Just Terms Compensation) Act 1991*.
- The Chair sought clarification as to what entity would own the land. Michael Clancy advised that the land will be owned by the NSW Government and leased by ARTC.
- Mr Knop questioned land ownership issues, such as where a fence may not be correctly located. In response, Mr Leahy advised that local requirements will be

	<p>assessed on a case-by-case basis and adjustments made as required through discussions with landowners.</p>
<p>9. Actions required</p>	<ol style="list-style-type: none"> 1. That ARTC provide a report on relevant road maintenance guidelines and standards to be implemented on local roads to be used for haulage during the project to the next meeting of the CCC. 2. That the ARTC Inland Rail Social Performance team provide a presentation to the next meeting of the CCC. 3. That ARTC provide an updated noise logger location map at the next meeting of the CCC.
<p>10. Other Agenda Items</p>	<ul style="list-style-type: none"> • Members' questions on matters specific to project. It was noted that 26 questions from members of all Sub-committees of the N2NCCC had been placed on the agenda. It was further noted that four questions had been listed by members of the Narromine Sub-committee. • The Chair indicated, that having regard to the comments contained in his Chair's Minute, that questions in the Other Agenda Items considered by the Chair to fall outside the scope of the CCC will be referred by him to the Commonwealth Department of Infrastructure, Regional Development and Cities for comment. • The following questions, as detailed in the Addendum, will be referred to the Commonwealth Department: <ul style="list-style-type: none"> ○ Q 10.1; Q10.2; 10.8; Q 10.11; Q 10.12; Q 10.13; Q 10.14; Q 10.15; Q 10.16; Q 10.17; Q 10.18; Q 10.19. • In accordance with the previously agreed convention, responses to the questions were confined only to questions of immediate concern to Narromine community members with written responses to all questions to be provide by ARTC as an Addendum to the minutes. • Reannan Ellaby provided a brief presentation on the following matters: <ul style="list-style-type: none"> ○ Indicative fencing types ○ Cadastral survey ○ Elevation modelling and follow-up flood presentation ○ Typical viaduct arrangement • Questions 10.3 and 10.4 – Ms Ellaby advised as follows: <ul style="list-style-type: none"> ○ A presentation on the accuracy of the digital elevation input into the flood modelling for the Narromine to Burroway project section will be provided at the next meeting. ○ A follow-up presentation for the Narromine – Burroway component of the flood modelling presentation, including explanatory notes on the Macquarie River and Backwater Cowal Floodplain animation and any additional findings will be provided at the next meeting. • Mr Knop requested that the presentations incorporate animations. Ms Ellaby clarified that the presentation can expand on the animation shown at the previous CCC meeting. • Mr Knop requested that the elevation modelling be correlated to topographical mapping to ensure clarity and relevance for residents. • Mr Knop further commented that the community would like to know what data has been used as the basis of the flood modelling. He advised the community is seeking a higher level of detail on the data, such as how much credence is given to LiDAR mapping

	<p>(given its variability of +/- 150mm) and the number of LiDAR reference points used to establish the modelling. Mr Knop also sought assurances that the consultants had a complete understanding of the impacts of the Backwater Cowal in the development of the flood modelling. He expressed concern that filled areas would act as a levee bank.</p> <ul style="list-style-type: none"> • In response to a question from the Chair, Andre Pretorius advised that the Narromine Floodplain Management Plan will be updated following completion of the flood modelling work associated with the Inland Rail project being undertaken by ARTC. • Ms Ellaby provided preliminary visualisations of typical viaduct arrangements and outlined the general structural arrangements. • Alan Channell questioned the cost of these structures having regard to utilising existing brownfield corridors. • Refer to Addendum for responses to members' questions on matters specific to the project.
<p>11. General Business</p>	<ul style="list-style-type: none"> • Project Timeline: Mr Knop again sought clarification on the project timeline and how many landholdings are within the Narromine – Burroway component of the study area. Mr Munoz advised that a timeframe would not be established until the Commonwealth Government moved out of caretaker mode.
<p>12. Actions required</p>	<ol style="list-style-type: none"> 1. That ARTC provide advice on future project timelines to the Chair when they are determined. 2. That ARTC provide a response to the Chair regarding the number of landholdings in the Narromine-Burroway component of the study area.
<p>13. Meeting Closure</p>	<p>Meeting Closed at 2.30 pm. The Chair thanked all for their attendance. Next meeting: Tentatively set for Tuesday, 27 August 2019 at Narromine</p>
<p>14. Meeting minutes approved</p>	<div data-bbox="475 1205 933 1505" data-label="Text">  </div> <p>Michael J Silver OAM Independent Chair 20 June 2019</p>

Members' questions on matters specific to the project – the questions listed are from Community Members of all Sub-committees of the N2NCCC:

- **Narromine Sub-committee**

- Andrew Knop

10.1 Can ARTC fully explain its comparative costing analysis that suggests up grading an existing line is more expensive than building new rail line, having particular regard to the existing Dubbo to Curban rail line verses the 'green field' Study Area Narromine to Curban?

Member Comment: The community notes that the Senate Estimates Committee has asked similar questions over various sittings but ARTC has failed to adequately answer the committee concerns. This has noticeably frustrated the Senators and is of great concern to the community and tax-payers' funding this project. As a great deal of community dissension is directly attributable to ARTC's failure to maximise the use of existing track, this question needs to be thoroughly and critically analysed.

A: *Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.*

10.2 Given over 80km of existing track from Dubbo to Curban meets the same destination point as the green field Narromine to Curban alignment why wasn't a green field project linking Tomingley to Dubbo thoroughly analysed?

Member Comment: This alignment would require less green field disturbance, would directly link the project with western NSW largest centre for retail, transport, industry, manufacturing, health, education and agriculture and would take approximately the same travel time. It would cost considerably less, with the added benefit of creating a transport corridor around Dubbo which would future proof Dubbo for greater expansion whilst relieving traffic congestion and improving community safety and living conditions. This consideration directly links to regional plans providing additional Newell Highway transport capacity across the Macquarie River floodplain. It would also avoid considerable flood plain exposure risks.

A: *Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.*

10.3 Can ARTC provide a presentation on elevation modelling, at the highest available accuracy, for the Narromine to Burroway project section relating to:

- **Backwater Cowal Catchment area;**
- **Backwater Cowal;**
- **Narromine Township;**
- **Macquarie River Floodplain from Tantitha Road to 15km NW of Narromine Township inclusive of the all potential concept alignment study areas.**

- with elevation mapping to be tabled at the meeting?

A: *A presentation on digital elevation modelling for the Narromine to Burroway project section will be provided at the next meeting of the Sub-committee.*

10.4 Can ARTC provide a follow up presentation in respect of the Narromine – Burroway component of the Flood Modelling presentation provided by JacobsGHD at the March meeting

inclusive of explanatory notes on the Macquarie River and Backwater Cowal Floodplain animation and any additional findings that are now available?

A: A follow-up presentation for the Narromine – Burroway component of the flood modelling presentation, including explanatory notes on the Macquarie River and Backwater Cowal Floodplain animation and any additional findings, will be provided at the next meeting of the Sub-committee.

- **Gilgandra Sub-committee**

- Stuart Mudford

10.5 Has ARTC or the Commonwealth Government purchased any land along the alignment between Narromine and Narrabri or will entire properties be purchased where a farmer wishes to leave?

A: ARTC has purchased land along the alignment, the details of which are confidential.

On occasion, Inland Rail will purchase a total property, even though only part of it is required. Any requests by a landowner for ARTC to acquire a property will be assessed on a case by case basis, and the decision to agree to a full purchase is at the discretion of ARTC.

10.6 Will there be any purchase of land outside the alignment? eg for gravel or fill.

A: ARTC presently has no plans to purchase properties for material supply that are outside the proposed project.

10.7 Some farmers are starting to use exclusion fencing - would it be possible for ARTC to use this type of fencing where it suits the farmer?

A: Yes, fencing requirements will be assessed on a case by case basis.

- Karen McBurnie

10.8 With reference to the response to question 8.8 (detailed in the addendum to the minutes) at the March 2019 meeting: What is the cost difference between redeveloping the existing rail line and cost of new greenfield line? Is this a feasible option?

Member comment: ARTC stated that it is not in the project scope and only want to discuss the greenfield. The community is of the understanding that these CCC meetings were to have community consultation and to provide information to satisfy it that ARTC were being transparent. Surely there has been a study on the costing of using the existing corridor or even to build the Inland Rail adjacent to the existing track to have freight all in the original corridor. The community would like evidence of why this is not an option, beside the 11 minutes longer claim.

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.9 Why is ARTC doing survey work outside the study area? Are ARTC concerned that there may be an inquiry into the route selection and have not done the appropriate study for the initial Inland Rail proposal?

Member comment: ARTC conducted survey work on Milpulling Road on Wednesday 8 May 2019 at the boundary of the properties ‘Talah’ and ‘Wycott’ which is situated approximately 13 kilometres from the Newell Highway. This is outside the study corridor. The owner of ‘Wycott’ spoke to the ARTC people as to why they were there, but they did not answer.

A: ARTC did survey some marks on Milpulling Road outside of the N2N study area (and in some other areas of the project also). Survey Adjusted Cadastral Models (SACM) are done using as reference existing survey marks which appear on the cadastral plans. Most of the time those marks are outside of the property in question, and hence why they can be outside of the study area even if the property is within.

10.10 How much is the projected usage of water per day, in the greenfield section of construction. Where do ARTC propose to obtain this water?

A: As we are only at 30% Feasibility stage, we are still determining the quantity of water we require to build the project. There is groundwater monitoring currently underway to inform on the potential water sources. Surface water monitoring has also been undertaken and identified as not being a potential water source at this stage. ARTC may look to purchase any existing entitlements connected to existing bores where the groundwater impact assessment within the EIS shows the proposed extraction is not beyond the approved existing entitlement volumes at given bores. The amount of water required is also related to the moisture in the soils and this is currently being tested from the recent geotechnical investigations.

10.11 Why was the Gilmours Road Alternative original route (including Mawbey's Road section) changed to include Old Mill Road and does ARTC have evidence to support why this original path was altered?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.12 When was Gilmours Road Alternative (Option B) first indicated as a preference for the Burroway to Curban section of Inland Rail?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.13 Does ARTC have evidence to support its claim that the Gilmours Road Alternative route (Option B) had resulted from a majority of community preference- to be included for investigation?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.14 The Gilmours Road Alternative route (Option B) was not considered in the December 2016 MCA Workshop but was consulted on in early 2017, Why?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.15 Does ARTC have a map indicating where one-on-one landowner and community consultations had taken place during January to May 2017.

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.16 Why didn't ARTC consult and include in its investigation process in early 2017 the recommended route of Option 109 from the December 2016 MCA Workshop?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.17 What evidence does ARTC have to support its reasoning as to why Option 109 should not be consulted on with landowners and the community, given the December 2016 MCA Report had recommended it should be?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.18 Why wasn't Option 109 included in the consultation process of ARTC in early 2017 yet was illustrated in a map presented to Minister Chester in late 2017 as the 'preferred study corridor' for this section? Was the Minister informed that this 'preferred study corridor' had not undergone consultation?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

10.19 Why wasn't the Burroway to Curban section of Inland Rail indicated to the Minister as being a 'contentious area' before approval was given in late 2017?

A: Chair to refer question to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.

- Peter Bonnington

10.20 Can ARTC indicate the proposed timeframe for when it expects to notify stakeholders of the compulsory acquisition processes to proceed under the Act?

A: ARTC is not an acquiring authority and as such, will write to landowners to request to acquire land once the project design is well enough advanced. Landowners and ARTC will have a minimum of six months to reach an agreement on an acquisition. If agreement cannot be reached, a compulsory acquisition process will then commence.

10.21 What is the full timeline ARTC is working to regarding compulsory acquisition in the Gilgandra section of the project?

A: The timeline for acquisition has not been distinguished into sections at this stage. ARTC is not an acquiring authority and as such, will write to landowners to request to acquire land once the project design is well enough advanced. Landowners and ARTC will have a minimum of six months to reach an agreement on an acquisition. If agreement cannot be reached, a compulsory acquisition process will then commence.

10.22 Does ARTC expect to utilise only the minimum notice period under the Act or will it provide an additional length of notice? If yes, what is the current proposed plan for the notice period?

A: ARTC is not an acquiring authority and as such, will write to landowners to request to acquire land once the project design is well enough advanced. Landowners and ARTC will have a minimum of six months to reach an agreement on an acquisition. If agreement cannot be reached, a compulsory acquisition process will then commence. This is a statutory process under the Land Acquisition (Just Terms Compensation) Act. Landowners will first receive a Proposed Acquisition Notice in relation to the proposed compulsory acquisition of the property, stating the intention to acquire the property after a certain time period, usually 90 days. If contracts for purchase have not been exchanged within the notice period, usually 120 days, an Acquisition Notice is published, or 'gazetted', in the NSW Government Gazette.

10.23 Will ARTC be providing further specific community sessions on compulsory acquisition prior to the commencement of this process? If yes, what are the estimated timeframes? If no, what communication systems will ARTC put in place to ensure community members are kept up to date and well informed of this process?

A: Community information sessions will continue to inform landowners, stakeholders and others about our project plans for the Inland Rail project.

If landowners are directly affected by the Inland Rail project, ARTC will contact them face to face to:

- *confirm that their property needs to be acquired*
- *explain the process*
- *introduce the team that will assist them through the process.*

10.24 Where is ARTC up to regarding commitments made at the last meeting to meet with and inform landholders of the route refinement, discuss options regarding property division and access.

Member comment: The community has been provided with broad information regarding the Just Terms Compensation provisions over the past year. It would be beneficial for stakeholders to be provided with the best estimate timelines for this process to allow for future planning for, and engagement of, relevant professional assistance for those community members who wish to do so. Managing cashflow for the engagement of external assistance by landholders will be vital for affected community members and the better placed they are to understand timeframes ahead of time the better they can plan to mitigate the timing of cash outflows.

A: ARTC planned to start route refinement conversations with landowners in April 2019. As the Federal Government election was called in April, ARTC has respected the caretaker period and only conducted routine stakeholder engagement activities until the Commonwealth Government resumes normal operations.

- **Narrabri Sub-committee**

- Cindy Neil

10.25 What recourse do property owners have after the Inland Rail is built regarding noise & vibration problems?

A: The EIS will identify a range of operational noise and vibration mitigation measures to be implemented at source e.g. noise walls along rail track and at receiver e.g. property treatment. During detailed design and noise model refinement, mitigation measures will be optimised in consultation with affected property owners. Once the project becomes operational, mandatory noise monitoring will verify the noise modelling results and efficacy of installed mitigation measures. If required, mitigation measures will be modified to meet the project-specific noise requirements.

10.26 Why are not all property owners within the corridor (Narrabri area) being contacted to meet with the floodplain and utilities surveyors, so that they can give them exact flood levels at their property?

Member comment: An email was received from inlandrailnsw@ARTC.com.au on the 9th May 2019 at 12.32pm. It indicated that Flood & Utilities Surveys would be completed by Sunday 12th May 2019. It said that "Flood and utilities survey work will include taking photos and recording flood levels and will inform the project Flood Study Engagement Framework. Managing flooding is a high priority for ARTC and we recognise that the community is concerned about potential changes in flooding behaviour." A landowner was contacted who has lived in the area for less than 15 years, whilst a

neighbour who can provide anecdotal evidence as the property has been owned by their family for over 100 years was not contacted.

A: *The flood surveys referred to in this correspondence are for existing flood structures, such as bridges and culverts. The landowner engagement on the flood studies has not yet commenced but will be undertaken with the one-on-one conversations.*